



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Stockton Street and Harney Lane - Intersection Study, Discussion and Appropriate Action

MEETING DATE: May 6, 1992

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council review the following study of the intersection of Stockton Street and Harney Lane and take the appropriate action.

BACKGROUND INFORMATION: The intersection of Stockton Street and Harney Lane has been studied due to complaints received and City Council's concerns. The concerns are that southbound drivers stopped at Harney Lane have a difficult time seeing westbound vehicles due to the grapevines in the vineyard on the northeast corner. Staff has field checked this location and agrees that visibility is restricted by the grapevines, particularly when the foliage is growing.

Staff also observed large trucks having a difficult time negotiating turning movements from Harney Lane to northbound Stockton Street due to the narrow lane width, ~~small~~ radius return and location of the stop bar on Stockton Street. The stop bar on Stockton Street was installed farther out into the intersection than ~~normal~~ at this location to improve visibility of westbound vehicles.

Existing Conditions

The intersection of Stockton Street and Harney Lane is four legged with the south leg of Stockton Street and east leg of Harney Lane being under San Joaquin County jurisdiction. The south leg of Stockton Street dead ends approximately 1,400 feet south of Harney Lane and services only 10 residential units. The northwest corner is fully improved. All other corners are unimproved.

Traffic control at this intersection is provided by stop signs on Stockton Street. Traffic volumes on Harney Lane and Stockton Street are 8,490 (78%) and 2,390 (22%) vehicles per day, respectively.

A review of available accident records indicates that there has been a total of 21 accidents at this ~~intersection~~ from 1989 through March 1992. Seven of these accidents were right-angle accidents, 3 of which may have been related to sight obstructions at the northeast corner. In addition, there were 4 rear-end accidents involving southbound right-turning vehicles which were rear ended. Three of these drivers indicated that they were struck from behind as they gradually pulled forward to a position where westbound vehicles could be seen.

APPROVED

THOMAS A. PETERSON
City Manager

REC-100-100-100

CC-1

This intersection meets State requirements for a traffic signal and ranks number 6 of 20 intersections on our 1990 Signal Priority List (updated 1991).

Alternatives

In order to alleviate the problems at this intersection, the following alternatives have been identified:

- Alternative A: Install 4-way stop signs until a signal is installed (Exhibit A)
- Alternative B: Install curb return at northeast corner (Exhibit B)
- Alternative C: Install curb return at northeast corner and 100-foot segments of curb, gutter and sidewalk both north and east of curb return (Exhibit C)
- Alternative O: Do nothing. Wait until corner is annexed and developed. Proceed with signal installation per Signal Priority Study.

° Alternative A

State guidelines for the installation of multi-way stops are not satisfied at this intersection. Traffic volumes are sufficient, but minor street delay is below the 30 seconds per vehicle required by the guidelines. The volume splits of 78% (Harney Lane) and 22% (Stockton Street) are not ideal for a multi-way stop; however, volumes have been increasing as the area develops. Projected volumes, by year 2007, on Harney Lane and Stockton Street are 13,000 (65%) and 7,000 (35%) vehicles per day, respectively, per the city-wide circulation study.

These guidelines are also almost satisfied by the number of correctable accidents in a 12-month period. The 5 correctable accidents required to satisfy the guidelines occurred in a 14-month period.

Stop signs are acceptable as an interim measure prior to signalization. At the current rate of signal installations, this location would not be signalized for approximately 3 years.

° Alternative B

The installation of a 35-foot curb return and adjacent 70-foot transition areas at this corner would remove enough vines to bring visibility of westbound vehicles up to the City's sight distance standard with the stop bar on Stockton Street at the existing location. It would also improve access to northbound Stockton Street from either direction on Harney Lane due to the increased lane width at the intersection. The cost estimate for this installation is approximately \$22,000.

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° Alternative C

Alternative C is the same as Alternative B except with the addition of 100-foot sections of curb, gutter and sidewalk extending both north and east of the curb return. The additional benefits derived from the extra lengths of curb, gutter and sidewalk are the ability to move the stop bar back on Stockton Street and still maintain **sufficient** visibility of westbound vehicles. This would provide clearance for trucks turning left onto northbound Stockton Street. Another benefit would be a smoother transition onto northbound Stockton Street **from** Harney Lane. The cost estimate for this installation is approximately \$51,000.

° Alternative D

The property at the northeast corner is in Phase 1 of the Growth Management Plan. The owner of the property has indicated that he is not planning on requesting annexation into the City limits or developing his property at this time, nor does he want to consider vine removal. He did indicate that he would be **willing** to dedicate the corner of his property if the City would promptly install curb, gutter and sidewalk at no cost to him. The City's Public Improvement Ordinance would provide for reimbursement to the City from a future developer of the property. However, a public hearing is required and if the property **owner** decided not to dedicate the right-of-way, the City would have to use eminent domain proceedings to acquire the right-of-way at a substantially higher cost.

Recommendation

Since the main concern at this intersection is the driver's visibility of westbound traffic, just increasing sight distance would be the first choice. However, due to the costs involved with Alternatives B and C, staff feels installation of multi-way stops is reasonable as an interim solution to this problem since volumes have been **increasing** on Stockton Street and a signal is planned for this intersection in the future.

The installation of multi-way stop controls at this intersection will require the amendment of the Traffic Resolution #87-163.

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FUNDING: Funding for Alternative A from the Street Maintenance Account. Funding
for Alternatives B or C to be determined.



Jack L. Ronsko
Public Works Director

Prepared by Rick S. Kiriu. Senior Engineering Technician

JLR/RSK/lm

Attachments

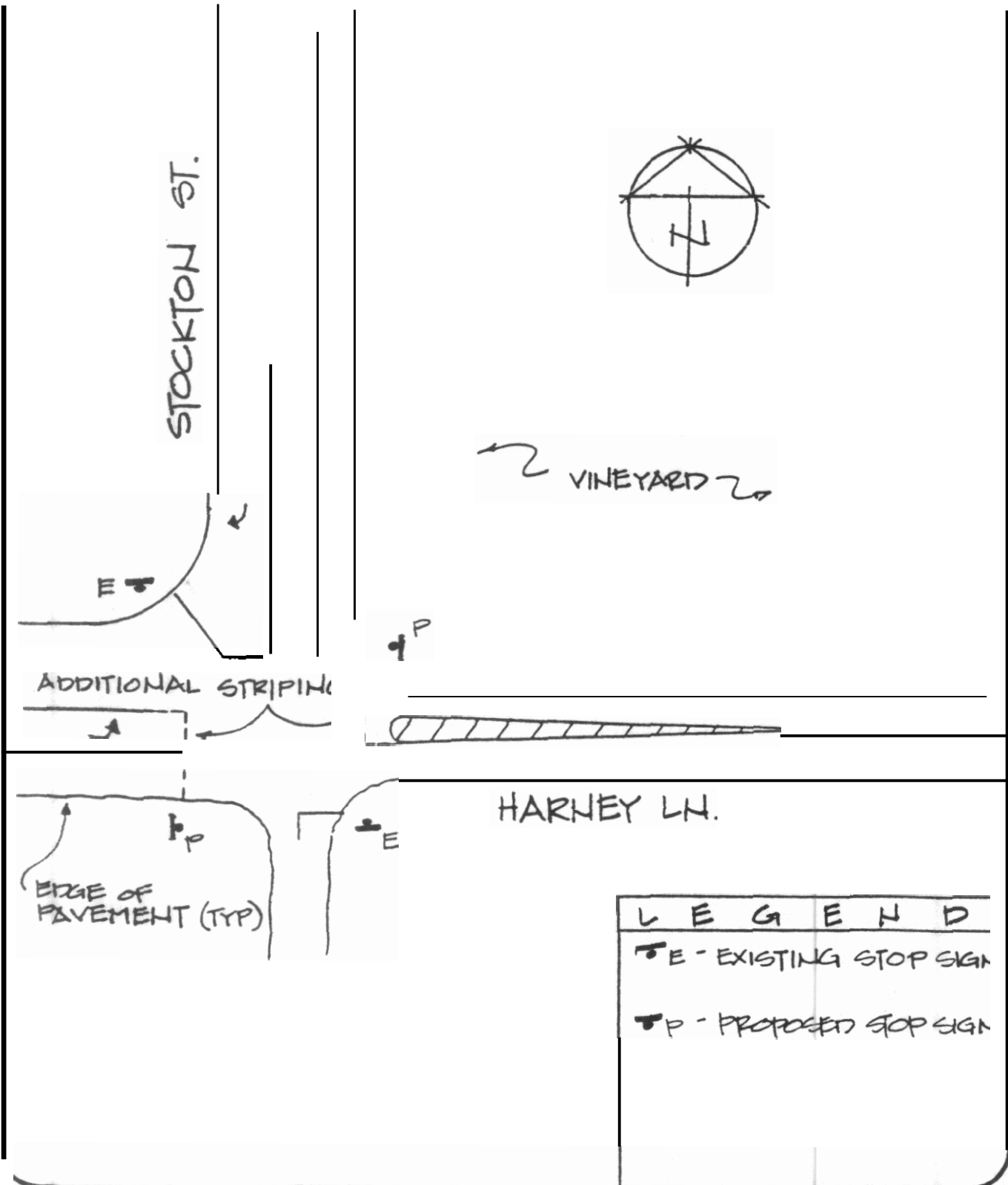
cc: City Attorney
Police Chief
Community Development Director
Street Superintendent
Associate Civil Engineer - Traffic
San Joaquin County Public Works Department
Adjacent property owners
Concerned citizens



CITY OF LODI

PUBLIC WORKS DEPARTMENT

STOCKTON ST / HARNEY LN ALTERNATIVE A

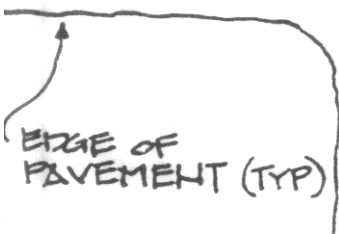
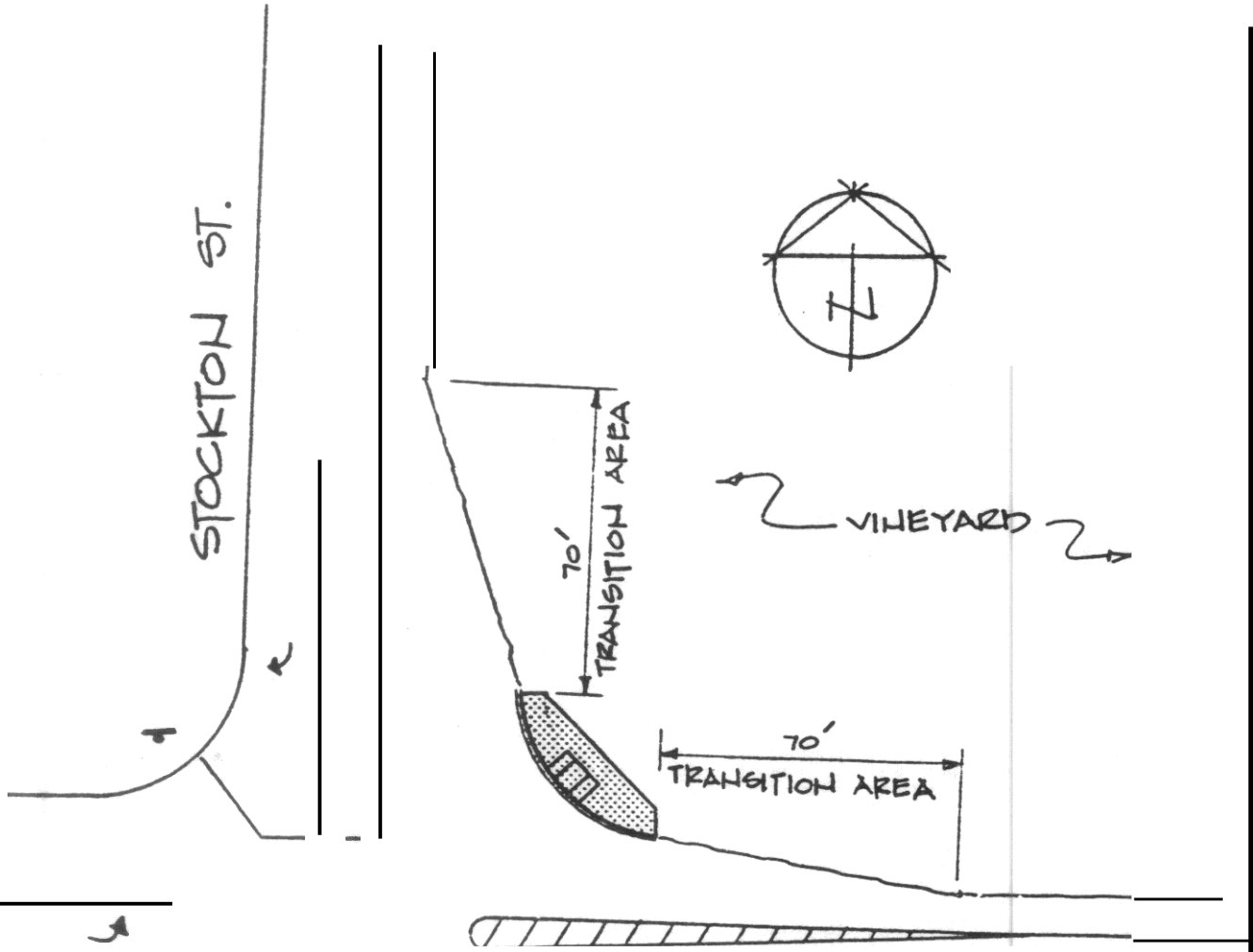




CITY OF LODI

PUBLIC WORKS DEPARTMENT

STOCKTON ST/ HARNEY LN ALTERNATIVE B



HARNEY LN.

LEGEND

— - EXISTING STOP SIGN

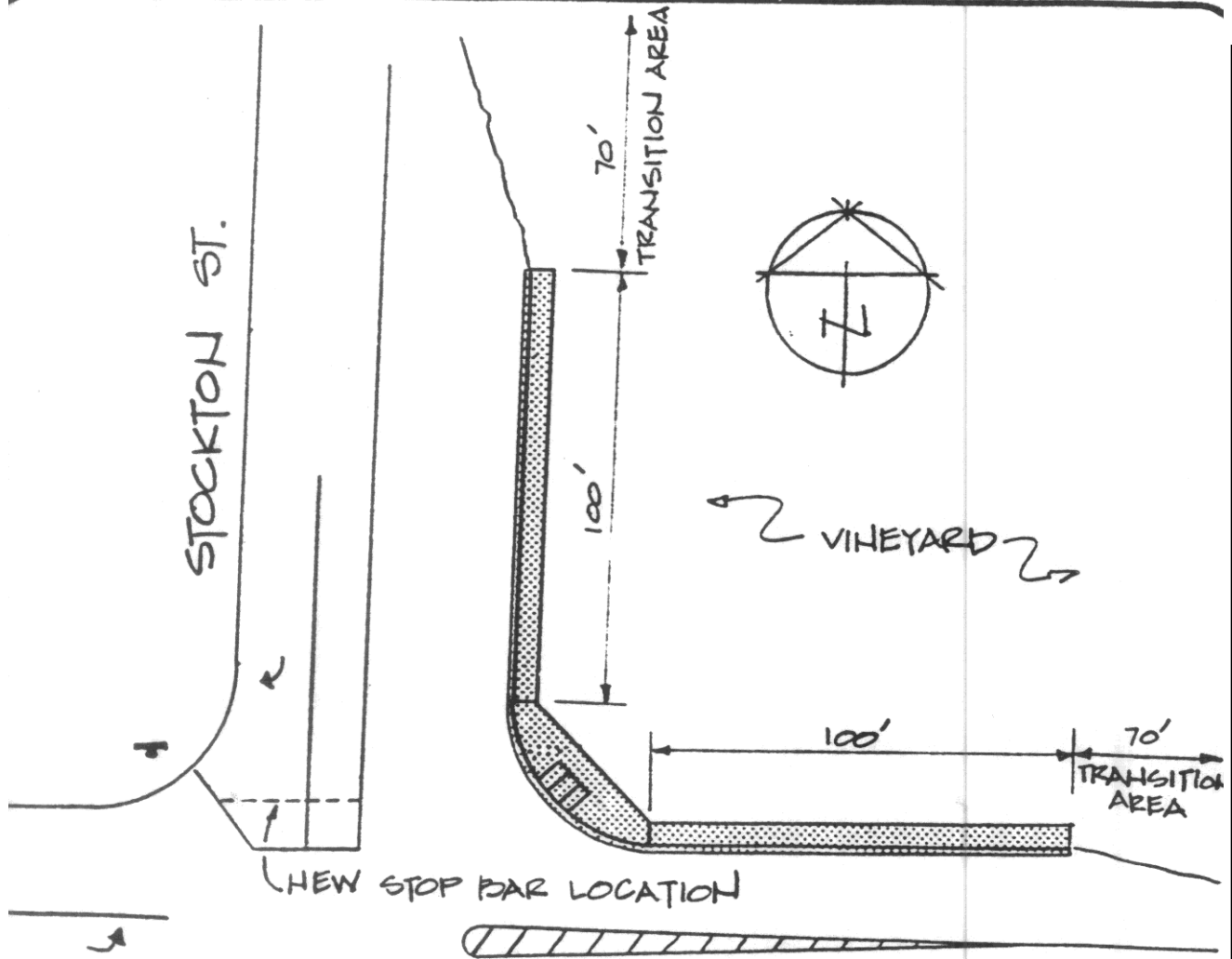
▨ - PROPOSED CURBS,
GUTTER & SIDEWALK



CITY OF LODI

PUBLIC WORKS DEPARTMENT

STOCKTON ST/HARNEY LN ALTERNATIVE C



HARNEY LN.

LEGEND

• - EXISTING STOP SIGN

• - PROPOSED CURBS,
GUTTER & SIDEWALK

RESOLUTION NO. 92-86
=====

A RESOLUTION OF THE LODI CITY COUNCIL
APPROVING INTERSECTION CONTROLS UNTIL A SIGNAL IS INSTALLED
AT THE INTERSECTION OF STOCKTON STREET AND HARNEY LANE, AND
THEREBY AMENDING TRAFFIC RESOLUTION NO. 87-163

=====

RESOLVED. that the City Council of the City of Lodi does hereby approve the installation of 4-way stop signs until a signal is installed at the intersection of Stockton Street and Harney Lane, as shown on Exhibit A attached hereto; and

FURTHER RESOLVED. that City of Lodi Traffic Resolution 87-163, Section 2C "Stop Intersections" is hereby amended by designating that 4-way stop signs be installed at the intersection of Stockton Street and Harney Lane.

Dated: May 6. 1992

=====

I hereby certify that Resolution No. 92-86 was passed and adopted by the City Council of the City of Lodi in a regular meeting held May 6, 1992 by the following vote:

Ayes: Council Members -
Noes: Council Members -
Absent: Council Members -

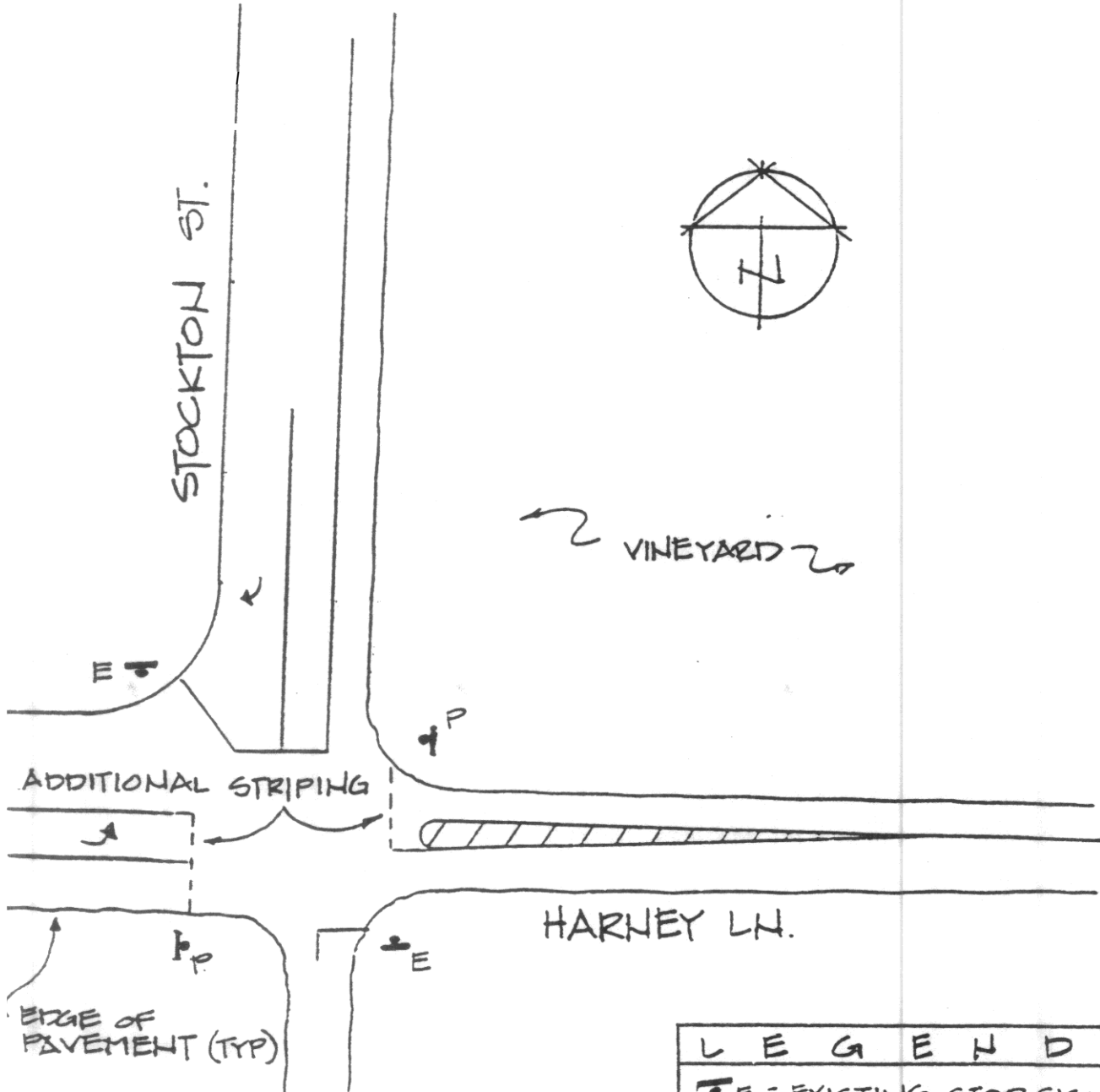
Alice M. Reimche
City Clerk



CITY OF LODI

PUBLIC WORKS DEPARTMENT

STOCKTON ST / HARNEY LN
ALTERNATIVE A



L E G E N D					
E - EXISTING STOP SIGN					
P - PROPOSED STOP SIGN					

CITY COUNCIL

JAMES W. PINKERTON, Mayor
PHILLIP A. PENNINO
Mayor Pro Tempore
DAVID M. HINCHMAN
JACK A. SIEGLOCK
JOHN R. (Randy) SNIDER

CITY OF LODI

CITY HALL, 221 WEST PINE STREET
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(209) 334-5634
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THOMAS A. PETERSON
City Manager
ALICE M. REIMCHE
City Clerk
BOB McNATT
City Attorney

April 29, 1992

Mr. Bedros Kavavan
885 Holly Hili br.
Walnut Creek, CA 94596

SUBJECT: Stockton Street and Harney Lane - Intersection Study,
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Dear Property Owner/Concerned Citiren:

Enclosed is a copy of background information on an item that will be discussed at the City Council meeting on Wednesday, May 6, 1992, at 7:30 p.m. The meeting will be held in the City Council Chamber, Carnegie Forum, 305 West Pine Street. You are welcome to attend.

If you wish to communicate with the City Council, please contact Alice Reimche, City Clerk, at (209) 333-6702.

If you have any questions about the item, please call Richard Prima or me at (209) 333-6706.


Jack L. Ronsko
Public Works Director

JLR/lm

Enclosure

cc: City Clerk ✓

&NAME
&ATTN
&ADD
&CITY

Ms. Opal Christensen
13475 N. Stockton St.
Lodi, CA 95240

Mr. Bedros Kayayan
885 Holly Hill Or.
Walnut Creek, CA 94596

Mr. Angelo Parises
9949 Fernwood Rd.
Stockton. CA 95212

Koenig Von Stark Investments
3900 McHenry Ave.
Modesto, CA 95356

SJ Co. Public Works Dept.
Attn: Sukh Chahal
P. O. Box 1810
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Lodi Ient & Awning
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Lodi. CA 95240